

# ADSC/ WSDOT JOINT MEETING

The meeting began at 8:30 on Friday, February 6, 2004 in the electrical conference room at the State Materials Lab. in Tumwater.

The following people attended the meeting:

Moh Sheikhezadeh	WSDOT
Tony Allen	WSDOT
Jeff Greider	Malcolm Drilling Inc.
Virgil Schmidt	WSDOT
Mike Bauer	WSDOT Bridge/Struct.
Alan Macnab	CJA
Robert Carnevale	DBM

The first agenda item was to go over the minutes of the last meeting, there were no comments.

## **Concrete Mix Designs**

Moh said that the state would look at the mix design criteria that the DOT thought that they needed for the shafts, and then meet with the concrete suppliers to see if we could have a meeting of the minds on the specifications, what the ADSC members think they need, and what the concrete industry can produce.

**Action Item:** Moh will inform the team of any proposed changes to the shaft mix

## **Acceptance Criteria for Rebar Spacers**

The next action item was vertical rebar spacing, hoops, and rebar cage diameters, this item was tabled to the next meeting since Pat Clarke was not in attendance.

**Action Item:** Discussions were deferred to the next meeting

## **Centralizer Spacing Criteria in The Shaft Specials**

Mike Bauer had updated the Bridge Special. It was discussed and the committee members present had no problem with the updated Special. Since a number of the committee members weren't present Moh said the new Special wouldn't be implemented for at least a month so he could receive further comments.

**Action Plan:** Committee members are to review the changes to this segment of the Specials for future implementation.

### **SCC Shaft Mix**

Self-compacting concrete was discussed, Alan said that Myint Lwin had made a presentation at this year's Western Bridge Conference and the ADSC committee members are interested in using this product. He said that there are a couple of research projects in the works to see if this product can be used in shafts, Dr. Dan Brown of Auburn University has placed some shallow shafts about 30 feet deep successfully, and Gray Mullen of North Carolina also is in the process of letting some contracts that will use self compacting in a couple of shafts and test them.

**Action Plan:** No action is necessary. Moh will look for the results of these researchs

### **Single Beam Soldier Piling**

The Bridge Design Office has agreed to use single beam soldier piles in future contracts. The tiebacks will be drilled through the beam webs and reinforced with a round pipe section. Alan indicated that the mentioned reinforcing scheme would be costly. As an alternate, he suggested drilling the tiebacks through the pile flanges and stabilizing the piles against rotation by welding tension ties to the pile flanges.

A question concerning whether the excavation in front of the soldier piles and soil nail walls should be classified as "roadway excavation" or "structural excavation" was raised.

**Action Item:** Moh will revisit the tieback location with the Bridge Office and report back to the team. He will also ask the Contractors about the type of excavation at the next AGC meeting and inform the team of the Contractors' reply.

### **Summary Responses From The Slurry Providers**

Use of Super Mud Dry was discussed. At this time, WSDOT only allows use of Super Mud wet. Super Mud Dry may be used only as an additive. Using a little Super Mud wet and then adding a lot of Super Mud dry as an additive is not considered meeting the intent of the Shaft Specials. Mike Bauer has added an addition to the Specials requiring attendance of the slurry suppliers' representative at the preconstruction meetings if slurry is to be used in the shafts. The summary replies to WSDOT questions were submitted for review.

**Action Plan:** Tony will review and address any concerns with the use of slurries at the next meeting. Mike will add a statement to the Specials requiring the drillers to include the type and brand of additives they wish to use in the shaft installation procedures.

### **Contractor Pre-qualifications**

There was a discussion about changing the shaft contractor's qualification special, the industry strongly disagreed with this approach, and it was decided this could be a future agenda item.

**Action Plan:** This issue may be tabled again in the future. No action is currently taken.

### **Joint Training**

The joint training was briefly discussed; Alan shared the agenda with everyone. The March 23<sup>rd</sup> joint training will be held at the Operating Engineers Hall in Bothell. The joint training will be held April 6<sup>th</sup>, in Spokane at a site not yet picked.

**Action Plan:** This discussion was for the team's information.

### **Updates to The Specials**

Mike Bauer discussed his updates to the special provisions see the attachment. There was a brief discussion about shaft stability where we had an uncased hole with some water weeping into the shaft. Whether this caused instability, it could be time and material dependent; it would have to be reviewed in a case-by-case situation.

**Action Plan:** All members will review and relay concerns to any of the changes at the next meeting.

### **Alaska Way Viaduct Constructability**

Tony discussed the Alaska Way Viaduct emergency work in Seattle between bents 94 and 97. The structure is experiencing settlement. If the structure settled one inch more work on the substructure would have to be performed. Tony asked if the contractors thought that shafts or piling would be appropriate under the structure because of the limited headroom. The consensus of the committee members present was that pin piles were probably the best alternative. Pin piles could be installed at the site with least conflict with buried utilities because of their smaller size.

**Action Plan:** No further action by the team is necessary.

### **Next Meeting**

The next meeting is scheduled for March 18<sup>th</sup> at 8:30 in the **CAE Conference room** in Lacey.



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